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NPIC/IEG (4/84)  
3 APRIL 1984

IMPENDING DELIVERY OF BEAR G  
BELAYA TSERKOV AVIATION REPAIR BASE, USSR (SWN)

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1. SIGNIFICANCE: A HIGH COUNT OF THREE BEAR G AT BELAYA TSERKOV AVIATION REPAIR BASE SUGGESTS THAT A DELIVERY OF BEAR G TO UZIN CHEPELEVKA AIRFIELD [REDACTED] WILL OCCUR IN THE NEAR FUTURE. IN ADDITION, IMAGERY ANALYSIS OF ACTIVITY AT BELAYA TSERKOV PROVIDES ADDITIONAL INFORMATION ON THE CONVERSION SEQUENCE FROM BEAR B/C TO BEAR G. (SWN)

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2. REMARKS: ONE BEAR G WAS IN FRONT OF THE BEAR-ASSOCIATED HANGAR AT BELAYA TSERKOV AVIATION REPAIR BASE AND TWO OTHERS WERE PARKED ON THE REPAIR BASE SECTION OF THE PARALLEL TAXIWAY AT BELAYA TSERKOV AIRFIELD [REDACTED] (GRAPHIC 1). THESE LATTER TWO BEAR G, [REDACTED] ARE PROBABLY UNDERGOING FINAL FITTING-OUT AND FLIGHT TESTING PRIOR TO DEPLOYMENT TO UZIN CHEPELEVKA AIRFIELD, THE ONLY OPERATIONAL BEAR G BASE. (SWN)

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BEAR G ARE CAPABLE OF CARRYING AT LEAST TWO KITCHEN ASM AND ARE CONVERTED FROM BEAR B/C AIRFRAMES. THE BEAR B/C CAN CARRY ONLY ONE KANGAROO ASM. IDENTIFYING FEATURES OF THE BEAR G INCLUDE A TAIL EXTENSION, AIR SCOOPS FORWARD AND AFT OF THE WING, AND A LIGHTER-TONED NOSE RADOME THAN THE CROWN DRUM RADAR ON BEAR B/C. (SWN)

ANALYST'S COMMENTS -- THE CONVERSION FROM BEAR B/C TO BEAR G BEGINS WHEN A BEAR B/C ARRIVES AT BELAYA TSERKOV AIRFIELD AND IS PARKED ON THE REPAIR BASE SECTION OF THE PARALLEL TAXIWAY. IT IS LATER PLACED OUTSIDE THE BEAR-ASSOCIATED HANGAR WHERE THE WINGS AND EMPENNAGE ARE REMOVED. A BEAR FUSELAGE IN THIS AREA [REDACTED] APPEARED TO HAVE BEAR G AIR SCOOPS IN PLACE SUGGESTING THAT SOME MODIFICATION OF THE FUSELAGE ALSO TAKES PLACE OUTSIDE THE HANGAR. WHEN A NEWLY CONVERTED BEAR G ROLLS OUT OF THE HANGAR, IT IS COMPLETE WITH TAIL EXTENSIONS, NOSE RADOMES, AIR SCOOPS, AND WINGS IN PLACE AND THE NEXT B/C FUSELAGE ENTERS THE HANGAR. THE NEWLY CONVERTED BEAR G IS THEN

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NPIC/IEG (4/84)

3 APRIL 1984

MOVED TO THE PARALLEL TAXIWAY WHERE FINAL FITTING OUT AND FLIGHT TESTING TAKE PLACE BEFORE DEPLOYMENT. (SWN)

THE BEAR G OBSERVED [ ] WAS PROBABLY THE BEAR B/C WHICH WAS NEAR THE HANGAR [ ] THE EMPENNAGE HAD BEEN REMOVED [ ] GRAPHIC 2) AND THE WINGS [ ] THE FUSELAGE REMAINED OUTSIDE THE HANGAR [ ] AND WAS MOVED INTO THE HANGAR [ ] ANOTHER BEAR B/C WITH THE EMPENNAGE REMOVED WAS OUTSIDE THE HANGAR [ ] AND THE WINGS HAD BEEN REMOVED [ ] BASED ON THIS SEQUENCE, CONVERSION FROM BEAR B/C TO BEAR G TAKES APPROXIMATELY FOUR MONTHS WITH THE AIRCRAFT REMAINING IN THE HANGAR FOR ONE TO TWO MONTHS. (SWN)

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IN SUMMARY, THE BEAR G IN FRONT OF THE HANGAR [ ] HAS BEEN RECENTLY CONVERTED AND WILL BE MOVED TO THE PARALLEL TAXIWAY. A BEAR FUSELAGE NEAR THIS BEAR G WILL PROBABLY BE THE NEXT AIRCRAFT TO ENTER THE HANGAR FOR CONVERSION AND, AFTER THAT, A BEAR B/C IN THE SAME AREA WILL PROBABLY HAVE ITS WINGS AND EMPENNAGE REMOVED BEFORE ENTERING THE HANGAR FOR CONVERSION. (SWN)

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AS OF LATE JANUARY 1984, 14 BEAR G WERE AT UZIN CHEPELEVKA AIRFIELD, AN INCREASE OF SIX SINCE AUGUST 1983. IF THE CONVERSION PROGRAM WHICH BEGAN AT THE REPAIR BASE IN EARLY 1980 CONTINUES WITH THREE AIRCRAFT BEING CONVERTED SIMULTANEOUSLY, THE ENTIRE COMPLEMENT OF BEAR B/C BASED AT UZIN CHEPELEVKA, DOLON [ ], AND MOZDOK [ ] AIRFIELDS COULD BE CONVERTED TO BEAR G BY 1988 OR 1989. (SWN)

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3. [ ] COORDINATES 49-48-51N 030-02-47E (S)

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